



MEMORANDUM

TO: Beverly R. Cameron, City Manager
FROM: Raymond P. Ocel, Jr., Director of Planning and Community Development
DATE: September 18, 2012
RE: Telegraph Hill Final Plat and Plan

During the Council review of the Telegraph Hill Final Plat and Plan, a question was raised in regard to the applicability of the Lafayette Boulevard Gateway Corridor Overlay District Design Guidelines. (Guidelines) The Telegraph Hill final plat and plan was evaluated during the staff review of the plat and plan utilizing the Guidelines as well as Division 27.2 Lafayette Boulevard Gateway Corridor Overlay District.

The corridor contains three distinct districts, and the Telegraph Hill property lies within the Gateway district. The streetscape character, streetscape elements, buildings and site design elements were reviewed in regard to their applicability to the proposed subdivision, and staff found the following relevant sections:

Sec. 78-902.1 (2) District created; purpose and intent, states:

Require site development, layout, and design that will reduce traffic congestion and promote safer driving conditions.

This review criterion was used by staff and its traffic engineer to review the layout of the subdivision and its associated roads and access points to Lafayette Boulevard. Staff and its traffic engineer believe that the proposed subdivision meets this criterion as noted in the staff memo and the traffic engineer's report.

Page 42 and 43 of the Guidelines provides language in regard to vehicular access.

Vehicular Access: To develop and maintain attractive and continuous streetscape and improve corridor safety for all users, it will be important to manage vehicular access along Lafayette Boulevard. Driveways on opposite sides of the street should align with one another.

Access Location. New driveways should align with public streets or driveways on opposite side of the streets. Properties with access to a public side street should consider the relationship of the site driveway to the side street, than to Lafayette Boulevard.

2.4.3 Building Elements. Residential buildings need to be oriented to face towards their respective neighborhood.

2.5.2 Site Layout.

Gateway Character Zone-Residential. Residential buildings within this district should have some setback from the adjacent Lafayette Boulevard right-of-way. The frontage zone for residential area of the District should generally be 20' or more. The setbacks of the lots adjacent to Lafayette Boulevard exceed 20', as the minimum required setback is 30' in the R-4 zoning district.

Staff concludes that the final plat and plan is in compliance with the Guidelines as they pertain to residential development in the Gateway District.

Attachments: Utt Memo
Resolutions
Kimley-Horn response memo
Welford Engineering memo
Welford Engineering exhibit

STAFF MEMO
Final Subdivision Plat for Telegraph Hill

Staff Recommendation: Approval.

1. Overview

- | | |
|---------------------------------|--|
| A. Request: | The applicant requests approval of the final subdivision plat for Telegraph Hill. |
| B. Applicant: | Fredericksburg Park, LLC |
| C. Owner of Property: | Fredericksburg Park, LLC |
| D. Site Details: Address | Alum Springs Road, Tax Map A15, Parcel P6 |
| E. Lot Acreage: | 38.7215 acres |
| F. Current Zoning: | 28.8873 acres Zoned R-4 and 9.8342 acres Zoned I-1, CBPA Overlay District, Lafayette Corridor Overlay District |
| G. Surrounding Zoning: | Commercial Highway, R-4, Single Family Residential, Commercial Transitional, National Park |
| H. Planning Commission: | April 27, 2011 and July 25, 2012 |
| I. Future Land Use Designation: | General Industrial/Jumpstart Development Zone |



MEMORANDUM

TO: Beverly R. Cameron, City Manager
FROM: Kevin W. Utt, Site Development Manager
DATE: August 22, 2012 [*Update September 13, 2012*]
SUBJECT: Final Subdivision Plat for Telegraph Hill

ISSUE

Shall City Council approve the Final Subdivision Plat for Telegraph Hill?

RECOMMENDATION

Staff has determined that the submission meets all applicable City Zoning and Subdivision Ordinance guidelines and Subdivision Plat requirements. Therefore, it is recommended that approval be granted for the project.

BACKGROUND

The Planning Commission approved the 79 lot Preliminary Subdivision Plat (Fredericksburg Park) on April 27, 2011. The applicant submitted the Final Subdivision Plat and Construction Plan in accordance with the City Code requirements and was approved by the Planning Commission on July 25, 2012. This memo is submitted by the Building and Development Services Department after review of the Final Subdivision Plat and Construction Plan known as Telegraph Hill, prepared by Welford Engineering, Fredericksburg Virginia, 22408.

Applicant/Owner/Subdivider: Fredericksburg Park, LLC

Location: Parcel Address: Alum Springs Road, Tax Map A15, Parcel P6, total acres 28.8873

Existing Use: Reclaimed Mine

Proposed Use: Single Family Detached Residential

Zoning: This parcel currently has acres Zoned R-4 and acres Zoned I-1

This project provides for the construction of a 79 lot single family subdivision. As proposed, this project may be constructed in two phases as shown on the final plat and as indicated in the plans.

During Planning Commission review of the project, a question arose as to whether, if the project was approved as then designed, the City would have sufficient right of way, along the frontage of the property, to widen Lafayette Boulevard to the future footprint anticipated in the Lafayette Boulevard Corridor Study. City staff, the City's consulting engineer and the developer's consulting engineer reviewed the matter and determined that the answer to this question was, "No." They then worked to determine how much additional right of way would be needed from the developer's property to address the issue. It was determined that an additional 7-8 feet of right of way would be required if the median at the south end of the property is narrowed to reflect that a north bound left turn lane into the property anticipated in the corridor study will not be needed for the proposed development at that location. The developer reviewed the matter and

determined that this additional right of way could be dedicated without compromising the development (minimum lot sizes, etc.) and agreed to dedicate the additional right of way. The plan now before City Council reflects the dedication of the additional right of way.

Attachments: Resolutions
Planning Commission Minutes
Kimley-Horn and Associates Traffic Evaluation
Subdivision Plat



MOTION:

September 18, 2012

SECOND:

Special Meeting

Resolution No. 12 -

RE: APPROVING THE FINAL SUBDIVISION PLAT AND PLAN FOR THE PROPOSED SUBDIVISION OF TAX MAP A15-1-P6, GPIN #7778-69-0581, AND A15 P7, GPIN #7778-69-7829, CONSISTING OF 38.7215 ACRES, FOR “TELEGRAPH HILL,” AND AUTHORIZING THE CITY MANAGER TO ACCEPT RIGHT OF WAY WITHIN THE SUBDIVISION FOR THE FUTURE WIDENING OF LAFAYETTE BOULEVARD

ACTION:

WHEREAS, Fredericksburg Park, LLC. has applied for the approval of a final subdivision plat and plan for the proposed subdivision of Tax Map A15-1-P6, GPIN#7778-69-0581, consisting of 28.887 acres located on Lafayette Boulevard, south of the Blue Gray Parkway, in Fredericksburg, Virginia.

WHEREAS, the City Council after notice and hearing thereon, has considered the conformity of the plat and plan with the duly adopted ordinances, resolutions, and policies of the City.

WHEREAS, the proposed subdivision of land requires the construction of on-site and off-site public improvements, including but not limited public road improvements, as identified on the proposed final plat and plan.

WHEREAS, in addition to those dedications of land and interests therein required by the Subdivision Ordinance, Fredericksburg Park, LLC proposes to dedicate to the City certain additional right of way along Lafayette Boulevard, identified on the final subdivision plat as 0.0711 Ac. Right-of-Way to be Dedicated by Deed of Gift,” consisting of 0.0711 acres for the future widening of Lafayette Boulevard (the “Additional Right of Way.”)

NOW, THEREFORE, BE IT RESOLVED, that the City Council approves the final subdivision plat entitled “Plat Showing Subdivision of Telegraph Hill” by Charles D. Farmer, L.S. of Welford Engineering, dated June 4, 2012 (the “Approved Final Plat”) and associated final engineering plan.

BE IT FURTHER RESOLVED, that the City Manager is authorized to accept the dedication of the Additional Right of Way on behalf of the City, and to execute such deeds, instruments, and documents as may be necessary to effect said dedication, subject to review and approval by the City Attorney.

BE IT FURTHER RESOLVED, that the City Manager is authorized to enter into an agreement with the subdivider for the construction of the proposed public improvements, both on-site and off-site, and for the guarantee of such improvements through letter of credit, bond, certified check or cash escrow, the execution of which shall be a condition precedent to the recordation of the Approved Final Plat.

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

Clerk's Certificate

I, the undersigned, certify that I am Clerk of Council of the City of Fredericksburg, Virginia, and that the foregoing is a true copy of Resolution No. 12- duly adopted at a meeting of the City Council meeting held _____ at which a quorum was present and voted.

Tonya B. Lacey, CMC
Clerk of Council

MOTION:

SECOND:



**September 18, 2012
Regular Meeting
Resolution No. 12 -**

**RE: DISAPPROVING THE FINAL SUBDIVISION PLAT AND PLAN FOR
THE PROPOSED SUBDIVISION OF TAX MAP A15-1-P6, GPIN #7778-69-
0581, AND A15 P7, GPIN #7778-69-7829, CONSISTING OF 38.7215
ACRES, FOR "TELEGRAPH HILL,"**

APPROVED:

WHEREAS, Fredericksburg Park, LLC. has applied for the approval of a final subdivision plat and plan for the proposed subdivision of Tax Map A15-1-P6, GPIN#7778-69-0581, consisting of 28.887 acres, and Tax Map Parcel A15-1-P7, GPIN #7778-69-7829, consisting of 9.8342 acres, located on Lafayette Boulevard, south of the Blue Gray Parkway, in Fredericksburg, Virginia.

WHEREAS, the City Council after notice and hearing thereon, has considered the conformity of the plat with the duly adopted ordinances, resolutions, and policies of the City.

WHEREAS, the proposed subdivision of land provides for a 50 foot and variable width right-of-way named "Rampart Drive" which intersects Lafayette Boulevard directly across from the Lee Drive entrance to the Fredericksburg and Spotsylvania National Military Park.

WHEREAS, the Fredericksburg Comprehensive Plan (2007) calls for the widening of Lafayette Boulevard to 4 lanes with bike paths south of the Blue Gray Parkway, in the area of the proposed subdivision and Rampart Drive entrance.

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization prepared the 2009 Lafayette Boulevard Corridor Study, the findings, vision and improvement concepts of which were endorsed by the City Council by adoption of Resolution 09-111 on October 27, 2009.

WHEREAS, the "Battlefield" segment of the Lafayette Boulevard Corridor received extensive treatment in the 2009 Lafayette Boulevard Corridor Study, which generated a recommended concept for the area of the Lee Drive/Lafayette Boulevard intersection under the heading, "Lee Drive Area," illustrated in Figures 4.4D, 4.4E, 4.4F, 4.4G, 4.4H, 4.4I, 4.4J, 4.4K, and 4.4L on pages 44-49 of the 2009 Lafayette Boulevard Corridor Study.

WHEREAS, the 2009 Lafayette Boulevard Corridor Study recommended concept shows the Lafayette Road access for "Telegraph Hill" to be located south of the Lee Drive intersection, not aligned with it.

WHEREAS, pursuant to Virginia Code §15.2-2223, the comprehensive plan shall designate the general or approximate location, character, and extent of each feature, including any road improvement and any transportation improvement shown on the plan, and shall indicate where existing lands or facilities are proposed to be extended, widened, removed, relocated, vacated, narrowed, abandoned, or changed in use as the case may be.

WHEREAS, pursuant to Virginia Code §15.2-2232, the legal status of the Comprehensive Plan is such that, unless a feature is already shown on the adopted master plan or part thereof or is deemed so, no street or connection to an existing street shall be constructed, established or authorized, unless and until its general location or approximate location, character and extent is approved as being substantially in accord with the adopted comprehensive plan or part thereof.

WHEREAS, pursuant to Virginia Code §15.2-2241 the Subdivision Ordinance is required to assure the orderly subdivision of land and its development, and to provide for the coordination of streets within and contiguous to the subdivision with other existing or planned streets within the general area as to location, widths, grades and drainage.

WHEREAS, Fredericksburg City Code §78-1227 states that final plats and plans for subdivisions are required to assist the city council in ensuring the orderly development of subdivisions in harmony with the comprehensive plan, the zoning ordinance, and the subdivision ordinance.

WHEREAS, Fredericksburg City Code §78-1231 requires that a final plat shall include sufficient information to show how the physical improvements associated with the proposed subdivision are compatible with existing or proposed development of record on adjacent properties, which may include schematic plans for future transportation improvements.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Fredericksburg, after considering the Comprehensive Plan (2007), the 2009 Lafayette Boulevard Corridor Study, the proposed final plat, the comments of City staff, the recommendation of the Planning Commission, the public comments on the plat and the record as a whole, hereby determines that the plat and plan are deficient in that the location of the intersection of the proposed “Rampart Road” is not compatible with the Fredericksburg Comprehensive Plan (2007), and the 2009 Lafayette Boulevard Corridor Study.

BE IT FURTHER RESOLVED, that this deficiency relates to the plat’s and plan’s nonconformity with City Code §§78-1227 and 78-1231(13).

BE IT FURTHER RESOLVED, that the modification or correction that will permit approval of the plat and plan is the relocation of “Rampart Drive” to a location compatible with the Fredericksburg Comprehensive Plan (2007) and the 2009 Lafayette Boulevard Corridor Study.

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

Clerk's Certificate

I, the undersigned, certify that I am Clerk of Council of the City of Fredericksburg, Virginia, and that the foregoing is a true copy of Resolution No. 12- duly adopted at a meeting of the City Council meeting held _____ at which a quorum was present and voted.

Tonya B. Lacey, CMC
Clerk of Council



Memorandum

To: Doug Fawcett
Ray Ocel
City of Fredericksburg

From: David Whyte
Kimley-Horn and Associates, Inc.

Date: September 12, 2012

Subject: **Response to Councilmember Kelly's Inquiry Regarding Telegraph Hill Access**

■
Suite 400
11400 Commerce Park Drive
Reston, Virginia
20191

Introduction

Kimley-Horn was retained by the City of Fredericksburg to assist City Staff in the review of transportation considerations related to the proposed Telegraph Hill (formerly referred to as Fredericksburg Park) development, which is located adjacent to Lafayette Boulevard in the vicinity of Lee Drive. This memorandum provides a response to Fredericksburg City Councilman Kelly's inquiry, forwarded to Kimley-Horn from Lloyd Robinson (Fredericksburg Area MPO Administrator), dated August 31, 2012. The inquiry received is provided below for reference along with a response.

Inquiry from Councilman Kelly

[Question related to] the Lafayette Blvd. Corridor Study. From what Doug Fawcett is saying, and Mr. [Whyte] is agreeing with, the options to come out [referring to a new driveway for Telegraph Hill development to Lafayette Boulevard] on Lafayette Blvd both above or below Lee Drive involve unacceptable safety issues leaving the entrance across from Lee Drive as the only option. If that is in fact the case why did the Corridor Study not come to the same conclusion?

Response

In response to the first question in the above inquiry regarding safety of other entrance locations, Kimley-Horn was not asked by the City to perform a safety or site distance evaluation of entrance locations north or south of the location currently under discussion. Kimley-Horn was asked by City staff to review the entrance location to the south of the location currently proposed and provide comments on whether it could be operated as a right-in/right-out effectively. The memorandum prepared by Kimley-Horn and provided to the City on March 29, 2011 outlines findings related to making the driveway at this location right-in/right-out in the configuration shown by the developer on the plans of that time.





In direct response to the above-inquiry regarding the disagreement between the current access conclusions of the Telegraph Hill development and the *Corridor Study*, the *Corridor Study* was prepared under a different set of development-related circumstances affecting Lafayette Boulevard. For clarity, Kimley-Horn was the consultant lead for the *Lafayette Boulevard Corridor Study*, which was prepared for the Fredericksburg Area Metropolitan Planning Organization (FAMPO) in cooperation with Spotsylvania County and the City of Fredericksburg.

At the time of the *Corridor Study*, the Fredericksburg Park development was communicated to have a reasonable degree of certainty of proceeding. Responding to this, the *Corridor Study* team was directed by FAMPO staff to work with the developer to prepare a study concept that would accommodate the needs of the development, while also accommodating project goals and stakeholders. The National Parks Service, Spotsylvania County, and City of Fredericksburg were among the project's stakeholders.

When the *Corridor Study* was prepared, the Fredericksburg Park development (now referred to as Telegraph Hill) was a substantial mixed use development. A traffic evaluation had been prepared by the developer's team for that development and information was provided to the *Corridor Study* team as a reference. Taking traffic, stakeholder, and other constraints into consideration, the *Corridor Study* team identified an access and traffic control scenario that would be compatible with the then proposed development and the goals of the *Corridor Study*.

The *Lafayette Boulevard Corridor Study's* recommendations for Lafayette Boulevard in the vicinity of Lee Drive represented a compromise between access management and a proposed development's need for adequate access based on a specific development master plan. The access scenario presented for Lafayette Boulevard in the *Corridor Study* in the vicinity of Telegraph Hill was linked to a number of modifications to Lafayette Boulevard including:

- Widening of Lafayette Boulevard to a four-lane median divided roadway through the then Fredericksburg Park area
- Closure of existing Alum Springs Road at Lafayette Boulevard
- Provision of a traffic signal at the intersection that would replace Alum Springs Road
- Potential provision of a traffic signal at the second new development entrance to Lafayette Boulevard south of Lee Drive
- A new right-in/right-out development driveway to Blue-Gray Parkway
- Access management (removal and consolidation of driveways) along the east side of Lafayette Boulevard
- Reconfiguration of the Lee Drive/Lafayette Boulevard intersection to the general concept shown
- Long-term modification (when justified due to traffic conditions) of the Lafayette Boulevard/Blue-Gray Parkway intersection to a grade separation



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Fredericksburg, VA 22408
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www.welford.com

Memo

To: Doug Fawcett
Director of Public Works
City of Fredericksburg
715 Princess Anne Street
Room 218
P O Box 7447
Fredericksburg, Virginia 22404-7447

Date: September 13, 2012

Project No.: 1317

From: Larry Welford

Re: Telegraph Hill – Lafayette
Boulevard Right of Way
Requirements

Doug:

One of the issues raised at the City Council hearing was that our project had not committed enough right-of-way to complete the improvements identified in the Lafayette Boulevard Corridor Study.

You will recall that you, David Whyte and I went over this when David Horstick said that the Owners would commit to making the gift of the additional right of way

I have prepared the included graphic to help illustrate how we all made the determination that the amount of right of way dedication is adequate.

First, no one knows how far the Lafayette Boulevard right of way line on the NPS side of the roadway is from the existing edge of pavement. I am not aware of anyone having done a property line survey on that side of the street. The corridor study shows a sidewalk and landscaped area on the Park Service side. If the right of way line is 11 feet back from the edge of existing pavement then the sidewalk and landscape strip on that side of the road will fit and be on City property. If the right of way line is not 11 feet back, then some adjustment will have to be made to the improvements on the Park Service side of the street unless the Park Service permits the sidewalk to be constructed on the Park property. We simply do not have the information to know this.

As a result, we would expect, and we prepared our analysis based on, the likelihood that any improvement to Lafayette Boulevard would start with the new edge of pavement being fairly close to the existing edge of pavement on the Park Service side of the street. We do not think it is likely that any roadway project done by the City would take up an existing road and move it over just to make provision for a sidewalk along the Park Service side of the roadway. It is for this reason that when we started to lay out the improvements called for in the corridor study, we did so holding the existing edge of pavement on the Park Service side as the starting point. I think you can see this in the graphic.

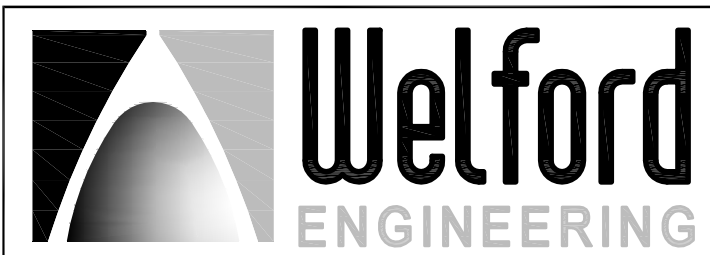
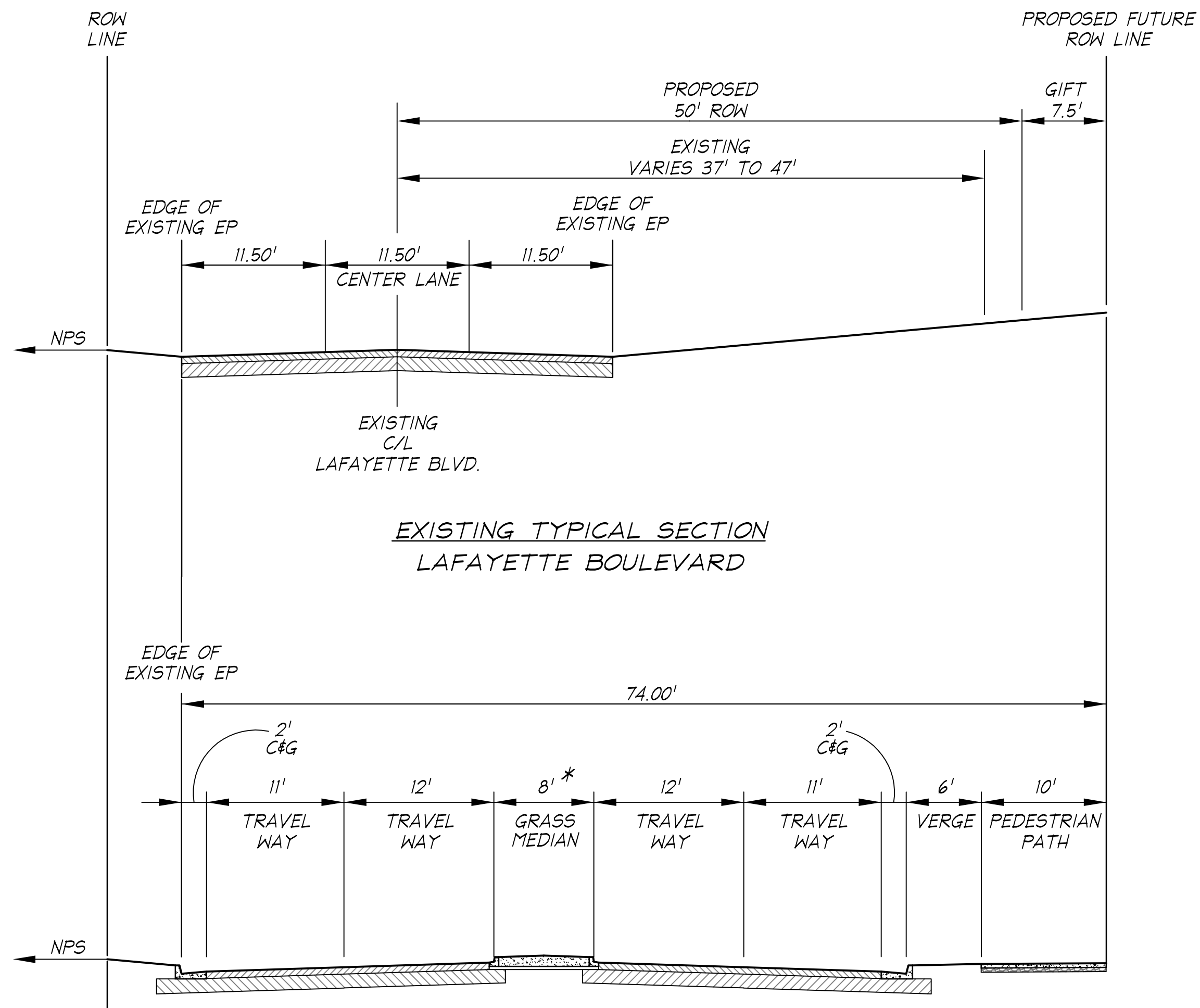
Also, you will recall that we did not provide the 18 foot wide median in the center of the roadway section called for in the Corridor Study because we will not have a turn lane into our site. We provided an 8 foot wide landscaped median which is adequate to permit landscaping to be planted and maintained.

When you take these factors into account, the right of way that we have provided, plus the right of way to be gifted are sufficient to support the roadway improvements to Lafayette Boulevard that are called for in the Corridor Study.

I hope this information is adequate to show that our project has proposed to provide the City with adequate right of way to permit the City to construct the transportation improvements identified in the Corridor Study.

If you have any questions, please feel free to contact me.

Larry



4545 Empire Court
Fredericksburg, VA 22408
Phone: 540-898-9330
Fax: 540-898-9324

REVISION	DATE

LAFAYETTE BOULEVARD
CROSS-SECTION EXHIBIT

CITY OF FREDERICKSBURG, VIRGINIA

September 7, 2012
SCALE: 1"=8'
Lafayette Blvd X-Sect.DWG
JOB NO. 1317-10
SHEET 1 OF 1